

The China Mail.

Established February, 1845.

VOL. XLIV. No. 7697.

號四十月四年八十八百八千一英

HONGKONG, TUESDAY, APRIL 24, 1888.

日四十月三年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAN, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & CO., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATHE, HENDY & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, W.M. WILLS, 151, Cannon Street, E.C.

PARIS AND EUROPE.—AENEAS PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEATTIE & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melboune and Sydney.

CYEVON.—W.M. SMITH & CO., THE APOTHECARY'S CO., Columbia.

SINGAPORE, STRAITS, &c.—SAYLOR & CO., Square, Singapore. C. HENNESSY & CO., Manila.

CHINA.—MACAO, F. A. DE CRUZ, Socio, JURGEN & CO., Amoy, N. MOALLE, Foonlong, HEDGES & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama. LANE, CRAWFORD & CO., and KELLY & CO.

Intimations.

NOTICE TO MARINERS.

No. 11 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTHERN ENTRANCE TO THE YANGTZE.

A SURVEY of a Section of the SOUTHERN ENTRANCE TO THE YANGTZE extending about 16 miles outwards from the Small Kiuton Beacon, which was completed on the 7th Instant, shows that a Middle Ground or Shoal, with a width of from 1/4 to 1/2 of a mile and having from 6 to 18 fms. of water at low water, extends nearly 7 miles in a South-easterly direction from a point N. 84° E., distant 2 1/2 miles from the Kiuton Beacon, and that no channel to the North-eastward of this Middle Ground is at present wider, deeper, and more direct than the one on its South-eastern side.

Notice is hereby given, therefore, that on or about the 29th Instant, the present Blockhouse Shoal Buoy will be removed off the South-western edge of Blockhouse Shoal, with a width of from 1/4 to 1/2 of a mile and having from 6 to 18 fms. of water at low water, and that the Middle Ground will be marked by two red and black vertically striped buoys—the one on its outer or South-eastern end carrying a diamond-shaped cage and the one on its inner end a triangular cage.

When the above changes have been made, Vessels entering by the Northern Channel should, in order to make a mid-channel course, keep the Tungta Lightship bearing S. 55° E. till she is 8 miles distant, and then steer to make a course N. 56° E. from her present position; and the Middle Ground will be marked by two red and black vertically striped buoys—the one on its outer or South-eastern end carrying a diamond-shaped cage and the one on its inner end a triangular cage.

After passing the Kiuton as directed, a Vessel may steer to make a course N. 56° E. till the Small Kiuton Beacon bears S.W.

The least depth found on the above courses was 21 feet—in the channel between Blockhouse Shoal and the Middle Ground.

All bearings and courses given are magnetic, and the depths are for low water spring tides.

A. M. BISSEE,
Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,

Shanghai, 14th April, 1888. 640

THE HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED.

THE Company is prepared to TRAN-

SHIP CARGO from its GODOWNS

at Kowloon or West Point to any STEAMER

in the harbour, and to BRING CARGO across

from Kowloon to any place on the Fraya,

at the usual rates.

By Order, ISAAC HUGHES,

Secretary.

Hongkong, April 20, 1888. 645

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS

DISCHARGING BOMBY COTTON AND COTTON YARN AT THE KOW-

LOON WHARF will have FREE STORAGE

for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be charged.

ISAAC HUGHES,

Secretary.

Hongkong, November 7, 1887. 2148

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000

RESERVE FUND.....\$3,900,000

RESERVE LIABILITY OF PRO-} \$7,500,000

PRIORITIES.

COURT OF DIRECTORS.

Chairman—Hon. JOHN BELL IRVING.

Deputy Chairman—W.H. FORBES, Esq.

C. D. BOTTOMLEY, Hon. A.P. McEWEN,

Esq. S. C. MICHAELSEN,

W.G. BRODIE, Esq.

E. L. DALYMPLE, J.S. MOSES, Esq.

L. P. POENSKER, Esq.

H. HOPKINS, Esq.

E.A. SOLON, Esq.

B. LAYTON, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EVEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate

of 2 per cent. per annum on the daily balance.

ON Fixed Deposits—

For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 6 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Hongkong, January 25, 1888. 363

NOTICES OF FIRMS.

NOTICE.

MR. GEORGE DIXWELL FEARON

was admitted a PARTNER in our Firm

on the 1st January, 1888.

DEACON & Co.

Canton, 2nd April, 1888. 1458

NOTICE.

MR. M. GROTE has THIS DAY been

Admitted a PARTNER in our Firm.

CHATER & VERNON.

Hongkong, January 15, 1888.

NOTICE.

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers,

Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND

METEOROLOGICAL INSTRUMENTS.

VOYAGEUR'S CELEBRATED

BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPANIES

ADmiralty & IMRAY CHARTS,

NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATEDWARE.

Christofle & Co.'s ELECTRO-PLATEDWARE.

GOLD & SILVER JEWELLERY

in great variety.

D' I M O N D'S

— AND —

DIAMOND JEWELLERY.

A Splendid Collection of the Latest London PATTERNS, at very moderate prices.

Hongkong, March 3, 1888. 363

NOTICE.

MR. G. RAMBLE THROUGH SOUTHERN

FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the China Review, contains one of the best Sketches of Formosan Life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE, CRAWFORD & CO., and Messrs. KELLY & WATSON, LIMITED, Hongkong; also, Mr. N. MOALY, Amoy.

Hongkong, March 3, 1888. 363

Intimations.

NOTICE TO MARINERS.

No. 11 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTHERN ENTRANCE TO THE YANGTZE.

A SURVEY of a Section of the SOUTHERN ENTRANCE TO THE YANGTZE extending about 16 miles outwards from the Small Kiuton Beacon, which was completed on the 7th Instant, shows that a Middle Ground or Shoal, with a width of from 1/4 to 1/2 of a mile and having from 6 to 18 fms. of water at low water, and a depth of nearly 7 miles in a South-easterly direction from a point N. 84° E., distant 2 1/2 miles from the Kiuton Beacon, and that no channel to the North-eastward of this Middle Ground is at present wider, deeper, and more direct than the one on its South-eastern side.

Notice is hereby given, therefore, that on or about the 29th Instant, the present Blockhouse Shoal Buoy will be removed off the South-western edge of Blockhouse Shoal, with a width of from 1/4 to 1/2 of a mile and having from 6 to 18 fms. of water at low water, and that the Middle Ground will be marked by two red and black vertically striped buoys—the one on its outer or South-eastern end carrying a diamond-shaped cage and the one on its inner end a triangular cage.

When the above changes have been made, Vessels entering by the Northern Channel should, in order to make a mid-channel course, keep the Tungta Lightship bearing S. 55° E. till she is 8 miles distant, and then steer to make a course N. 56° E. from her present position; and the Middle Ground will be marked by two red and black vertically striped buoys—the one on its outer or South-eastern end carrying a diamond-shaped cage and the one on its inner end a triangular cage.

After passing the Kiuton as directed, a Vessel may steer to make a course N. 56° E. till the Small Kiuton Beacon bears S.W.

The least depth found on the above courses was 21 feet—in the channel between Blockhouse Shoal and the Middle Ground.

All bearings and courses given are magnetic, and the depths are for low water spring tides.

A. M. BISSEE,
Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,

Shanghai, 14th April, 1888. 640

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to TRAN-

SHIP CARGO from its GODOWNS

at Kowloon or West Point to any STEAMER

in the harbour, and to BRING CARGO across

from Kowloon to any place on the Fraya,

at the usual rates.

By Order, ISAAC HUGHES,

Secretary.

Hongkong, April 20, 1888. 645

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS

DISCHARGING BOMBY COTTON

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.
FROM ANTWERP, HAMBURG,
PENANG AND SINGAPORE.

THE Steamship *Frisia*, Captain Wirth, having arrived from the above Ports, Consignees of cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at Kowloon and cargo impeded her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional cargo will be forwarded on to SHANGHAI, unless notice to the contrary be given before noon To-day, the 23rd instant.

All claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognised.

RUSSELL & CO.,
Agents.

Hongkong, April 23, 1888.

661

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND TAMSUL
The Co.'s Steamship
Rakine.Captain ROACH, will be
dispatched for the above
Ports TO-MORROW, the 25th instant, at
noon.For Freight or Passage, apply to
DOUGLAS LAPRAK & CO.,
General Managers.
Hongkong, April 24, 1888.

661

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Care of Passengers and through rates
for CHEFOO, TIENSIN, NEW,
CHWANG, HANKOW and Ports on
the YANGTZE.)The Co.'s Steamship
Foekine.Captain HONG, will be
dispatched as above on
THURSDAY, the 26th instant, at 4 p.m.For Freight or Passage, apply to
JARDINE, MATTHESON & CO.,
General Managers.

Hongkong, April 24, 1888.

664

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR TIENSIN.

The Co.'s Steamship
Kongping.Captain SELVAN, will be
dispatched as above on
about the 30th instant.For Freight or Passage, apply to
JARDINE, MATTHESON & CO.,
General Managers.

Hongkong, April 24, 1888.

663

BALL PROGRAMMES
FOR SALE.

IN NEW SHAPES AND PATTERNS.

CHINA MAIL OFFICE,
2, WYNDHAM STREET.

January 20, 1888.

FOR SALE.

A COMPLETE REPRINT, in Pamphlet
Form, of the proceedings in the
Recent Libel Case ofREGINA V. PITMAN,
containing the whole of the Proceedings at
the Police Court, full report of the trial in
Criminal Sessions, with connected Correspondence and comments of the Press.To which is now added a Report of the
Case ofPITMAN V. KESWICK
AND OTHERS.Price per Copy, - 50 CENTS.
China Mail Office.

NOW READY.

PRICE, \$1.00.

CAPITALATIVE CHINESE FAMILY LAW
BY E. H. PARKER.Can be obtained from KELLY & WALSH
at Shanghai and Hongkong, at LANE
CALLOWAY & CO., Hongkong, and at the
China Mail Office.

INSURANCES.

NOTICE.

THE MAN ON INSURANCE COMPANY
(LIMITED).

CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, &c. Policies granted to all parts of the World payable at any of its Agencies.

WOOLIN YUEN,
Secretary.HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, December 2, 1887.

234

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A.D. 1720.THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:

Marine Department.

Policies issued at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates.

Life Department.

Policies issued for sums not exceeding
\$5,000 at reduced rates.

HOLLAND, WISE & CO.

Hongkong, July 25, 1872.

496

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.NORTON & CO.,
Agents.

Hongkong, July 15, 1887.

1340

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.THE Undersigned, AGENTS of the above
Company, are authorized to Insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:-ALICE ROWE, Hawaiian brig, Captain J.
Phillips—Wieler & Co.B. P. CHENEY, American ship, Captain
Hughes—Douglas, Lapraik & Co.CENTENNIAL American ship, Captain I.
M. BEERS—Russell & Co.

To-day's Advertisements.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.THROUGH to NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.THE U. S. Mail Steamship "CITY OF
SYDNEY" will be despatched from San Francisco via Yokohama on WEDNESDAY the 2nd May, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Domingo, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all Trans-Atlantic lines of Steamers.

First-class Fares granted as follows:-

To San Francisco and return, \$300.00

To San Francisco and return, \$350.00

To Liverpool 325.00

To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs to be obtained on application.

Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (one year) within one year will be allowed a discount of 10%.

This allowance does not apply to through fares from China and Japan to Europe.

The Company invites to accompany cargo destined to points beyond San Francisco, to the United States, should be sent to the Collector of Customs, San Francisco.

For Freight or Passage, apply to JARDINE, MATTHESON & CO., General Managers.

Hongkong, April 24, 1888.

663

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.The Co.'s Steamship
Taising.Captain JACKSON, will be
dispatched as above on

THURSDAY, the 3rd of May, at 3 p.m.

This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO., General Managers.

Hongkong, April 24, 1888.

665

SHIPPING.

ARRIVALS.

April 23, 1888:-

Ozawa, French steamer, 2,390, J. M. Guindat, Shanghai April 21. Mails and General—MESSAGERIES MARITIMES.

Esper, British gunboat, from Canton.

April 24:-

Russia, Russian-steamer, 1,813, R. Stepanov, Odessa March 24, 2 p.m., General—MESSAGERIES MARITIMES.

Vento, British steamer, 1,669, F. Cole, Shanghai April 21, Mails and General—P. & O. S. N. Co.

Haiping, British steamer, 1,122, Harris,

Zhou, French steamer, 2,390, J. M. Guindat, Shanghai April 21. Mails and General—MESSAGERIES MARITIMES.

Arrivals.

April 23, 1888:-

Ozawa, French steamer, 2,390, J. M. Guindat, Shanghai April 21. Mails and General—MESSAGERIES MARITIMES.

Esper, British gunboat, from Canton.

April 24:-

Russia, Russian-steamer, 1,813, R. Stepanov, Odessa March 24, 2 p.m., General—MESSAGERIES MARITIMES.

Vento, British steamer, 1,669, F. Cole, Shanghai April 21, Mails and General—P. & O. S. N. Co.

Haiping, British steamer, 1,122, Harris,

Zhou, French steamer, 2,390, J. M. Guindat, Shanghai April 21. Mails and General—MESSAGERIES MARITIMES.

Arrivals.

April 23, 1888:-

Ozawa, French steamer, 2,390, J. M. Guindat, Shanghai April 21. Mails and General—MESSAGERIES MARITIMES.

Esper, British gunboat, from Canton.

April 24:-

Russia, Russian-steamer, 1,813, R. Stepanov, Odessa March 24, 2 p.m., General—MESSAGERIES MARITIMES.

Vento, British steamer, 1,669, F. Cole, Shanghai April 21, Mails and General—P. & O. S. N. Co.

Haiping, British steamer, 1,122, Harris,

Zhou, French steamer, 2,390, J. M. Guindat, Shanghai April 21. Mails and General—MESSAGERIES MARITIMES.

Arrivals.

April 23, 1888:-

Ozawa, French steamer, 2,390, J. M. Guindat, Shanghai April 21. Mails and General—MESSAGERIES MARITIMES.

Esper, British gunboat, from Canton.

April 24:-

Russia, Russian-steamer, 1,813, R. Stepanov, Odessa March 24, 2 p.m., General—MESSAGERIES MARITIMES.

Vento, British steamer, 1,669, F. Cole, Shanghai April 21, Mails and General—P. & O. S. N. Co.

Haiping, British steamer, 1,122, Harris,

Zhou, French steamer, 2,390, J. M. Guindat, Shanghai April 21. Mails and General—MESSAGERIES MARITIMES.

Arrivals.

April 23, 1888:-

Ozawa, French steamer, 2,390, J. M. Guindat, Shanghai April 21. Mails and General—MESSAGERIES MARITIMES.

Esper, British gunboat, from Canton.

April 24:-

Russia, Russian-steamer, 1,813, R. Stepanov, Odessa March 24, 2 p.m., General—MESSAGERIES MARITIMES.

Vento, British steamer, 1,669, F. Cole, Shanghai April 21, Mails and General—P. & O. S. N. Co.

Haiping, British steamer, 1,122, Harris,

Zhou, French steamer, 2,390, J. M. Guindat, Shanghai April 21. Mails and General—MESSAGERIES MARITIMES.

Arrivals.

April 23, 1888:-

Ozawa, French steamer, 2,390, J. M. Guindat, Shanghai April 21. Mails and General—MESSAGERIES MARITIMES.

Esper, British gunboat, from Canton.

April 24:-

Russia, Russian-steamer, 1,813, R. Stepanov, Odessa March 24, 2 p.m., General—MESSAGERIES MARIT

The postponed portion of the Fire Brigade Inspection programme was finished this afternoon. There were several races for Chinese and one flat winners (100 yards) for Europeans in which the prize-winners were—1st, Fireman Macaulay; 2nd, Fireman Moffat; 3rd, Assistant engine-driver Hall. In a competition for measuring distance in running cuts hose-pipe Engine-driver James was first, Senior-foreman Kemp second and Fireman Simmonds third. In conclusion the pumping power of one of the engines was tested (No. 5) and a stream of water from the harbour was sent some twenty or thirty feet above the apex of the podium at the back of the City Hall. On being brought to play on the Bank Buildings adjoining the Hall, the firemen were able to drench the flag surmounting the smaller dome of the building.

We received a deputation to-day from the Gun Lascars, who feel themselves aggrieved about the way the tug of war between their team and the team of Sikh Policemen was conducted yesterday afternoon. The rules laid down distinctly state that no sitting down and no spikes were allowed. Whenceon pulling has begun it is difficult to resist the tendency to sit down, but the Lascars say that their Havillars kept them from sitting down, while the Sikhs were practically allowed to sit unmolested. The result was that the hitherto unbeaten Lascars were defeated. They say that they have complained to headquarters, but are told that the Sikhs cannot be forced to pull over again. There is another sore point ranking in the breast of the sturdy Gun Lascars. One of their number, a man of muscle, has been panting during the last three or four weeks to lay prostrate any man who is willing to wrestle with him. He has not yet found a specimen worthy of his embrace, and he empowers us to make known his challenge to the world. There is still another doughty chieftain among the ranks of our coloured defenders, Tali Singh by name. This local Samson delves the world, or at least the Hongkong world, to tos about, after the manner he does, a hero club or block of iron and wood weighing 250 lbs. We felt a little sympathy with the weighty deputation that called upon us, and as we did not relish the idea of stepping into the arena with them ourselves, we promised to make their challenges and their grievances known to all Hongkong.

The strike of cargo-boat people, although showing signs of wavering, has not collapsed. Its termination, however, is hourly looked for. There is in fact every indication that the strikers have had enough of idleness and its consequent discontents. Those reserves which they depended on to carry them over the period of no work appear to be pretty nearly if not altogether exhausted. Already there is a rumour that a section of the men have intimated their willingness to give in, and are only waiting to assure themselves of a general movement in that direction. Yesterday a petition was transmitted to the Government in the name of the strikers, in which they requested simply that the rule with respect to photographing should not be enforced. No reasons were stated for the request; but this is not surprising, because it has never yet been made clear by the strikers that they have any reasons for objecting to this practice. At all events the petition merely contained the bare request with respect to which no reply has as yet been given. We understand that on Saturday the Nan Pek Hong Merchants and charellers sent a memorial to the Governor through the Registrar General, calling His Excellency's attention to the inconvenience caused to them by the strike, and asking that some assistance might be given them in procuring the means for removing cargo.

In reply to this, we believe, the Registrar General was authorized to inform the memorialists that their communication had been duly noted. The strikers have been giving very little trouble to the Police here, and they are being pretty well looked after by the native officials of Chinese territory. A number of them have, we believe, taken advantage of the strike to make a run home to Chin-kuin! their ancestors.

The Shanghai Mercury says:—An occasional correspondent writing from Chinkiang, last Friday day says:—It is rumoured here that Mr. E. L. Orson, H.B.M.'s Consul of our part, will take the place of Mr. George Jamison, Assistant Judge of H.B.M.'s Supreme Court. The community sincerely trust that there is no truth in the report, as his vacancy will be most difficult to fill.

It would have been interesting to see the expression on the Vicerey Li Hungchang's face, when he pointed the paragraph in his Report to the Throne of his intention of the troops at Pei-tang-fu, in reference to the "old popular." He gravely reports that these faults "performed their evolutions in good style, their volleys fired with gongs and fowling pieces, sounded well together, seventy per cent. or more of their arrows hit the target, and their sword and bayonet drill was creditable."—N.C. Daily News.

The N.C. Daily News of the 19th inst. says:—The police are doing their best to rid the Settlements of the foreign loafers, who from time to time make calls upon residents at their houses and ask for money. On Wednesday, one of these men, a Russian, was taken to the Mixed Court and sentenced to five days' imprisonment, and another, a Dane, was yesterday ordered to be locked up for ten days. Both these men had been discharged from the American ship "Pacifer," their discharge being marked not entitled to relief. Neither the Russian nor the Danish Consulate would recognize them.

The following telegram respecting the movements of Mr. Blaine, who it was stated some time since would visit the East on his way back to America, is taken from a California paper received by the last mail.—London, March 19th.—James G. Blaine in a private letter written from Florence to a London friend, states he will visit London in May and reach New York about the end of June. His return to America, he says, has no political significance whatever, and he will, under no circumstances, personally participate in the coming Presidential canvass.

The N.C. Daily News says:—We learn that the Chinese authorities have arrested two of the ringleaders in the late Wheelbarrow Riot on the French Concession, and they are to be tried by the District Magistrate.

CORRESPONDENCE.

CREAM V. SKIMMED MILK.

To the Editor of the 'CHINA MAIL.'

—April 24, 1888.

Sir,—The clever and vivacious writer on the subject of 'Milk Diet in the Far East' has afforded the Directors of the Dairy Farm an agreeable change from the complaints of 'half water sometimes heard.' May I take advantage of your columns to assure him that the Farm does not own a single buffalo, and that the milk delivered to customers is cow's milk pure and simple, whether containing 17 per cent. of cream or not. Also, that the Farm already possesses a first-rate separator, with an engine to drive it. And further, that skimmed milk can be had from the Farm at something like half the price charged for that fluid when sold plain as 'fat globules.' Every one to his taste, say I, and if the remarks of your contributor brings the Farm customers for its skimmed milk, we will have done it a service.—Faithfully yours,

J. B. C.

[J. B. C., like many others, adheres to the traditional and time-honoured notion that the cream so rudely vilified by our Contributor as 'blubber' is better than skimmed milk. By a carriage rail the saw is fed, and by rails and a carriage behind the saw the cut timber is taken away. There is a patent saw with rising and falling table, for making laths. The saws make each about 900 revolutions a minute. In the workshop there is a large, boring mill, a grinding stone, and a wheel, a 6 h.p. engine, a smelting furnace, a bellows, a pot-smit's shop, fitting shop, &c. etc. It is, however, a compact and useful workshop, capable of considerable development as to do increases.—Ed. C.M.]

THE DISGRACED MAIL ARRANGEMENTS.

To the Editor of the 'CHINA MAIL.'

—April 24, 1888.

Sir,—I wonder how long this suffering community will tolerate the treatment imposed on them by the Postmaster-General. The thing is scandalous.—What in the world necessity is there for the Post Office officials demanding that letters and newspapers should be posted thirteen hours before payment of 10 per cent. as aforesaid, the same shall be applied to the payment of a Bonus or Bonus to each Shareholder who has contributed or influenced business to the Company, and or to the establishment and maintenance of a Fund to be called the Reserve Fund, and or to any other purposes, as may be determined by the Company in General Meeting?

The Shanghai Mercury says:—We have received news from Chinkiang to-day that a telegram has been received at Yang-chow, dated Kai-fung-fu, 14th instant, that the water at the Chén-chou branch, after slightly subsiding, had again risen suddenly five feet. The critical time will be in July when the waters are usually at the highest. It is also reported that a great multitude of refugees are assembling on the canals leading southwards, and they threaten to move in body on Chinkiang and its neighbourhood. The officials dare not arrest their progress, as there will not be enough for them to eat en route, but arrangements are being made to divide their ranks—about 10,000 going to Yang-chow, and 20,000 to Chinkiang, and 20,000 to Soo-chow-wards. They will become squatans and agriculturists. If they should come to Chinkiang in a body the people there will have an anxious time of it, as the Shangtung people are notorious as desperate characters, especially when driven by hunger and want. The people in Chinkiang are hoping that the British Consul will provide them with some protection in the shape of gunboats, should this 'Hung-nan' invasion come their way.

An inquest was held on the 11th instant at Yokohama on the body of Mr. J. Russell Robertson, who died suddenly the morning before at his residence in Yokohama. The deceased was apparently in excellent health up to the last moment. On the evening of the 9th inst. Mr. Arisawa, the Commissioner of Customs, invited a few of his friends to witness the performance of a Japanese professor of legerdemain, and amongst those present was Mr. Robertson, apparently in the best of health and spirits. He left the Custom House about 1 o'clock, in company with Mrs. Robertson, and his brother-in-law, Mr. Ross, for his residence on the Bluff, and retired to rest. At about daylight he was heard to make some slight sounds, and it was supposed he was dreaming, but shortly before seven o'clock he was found cold and senseless. Doctors Wheeler and Van der Heyden were immediately summoned, but on their arrival it was found that life had been extinct for some time. The inquest, Dr. Van der Heyden produced a written report of the results of the post mortem examination in full, and also an epitomized version of the same with the conclusions arrived at, which was to the following effect.—The body of deceased showed no signs of any disease but alterations of the lymphatic glands; there was no trace of any other disease in the organs, but a slight catarrh of the stomach and an anatomical abnormality of part of the large intestine, which, however, could not interfere seriously with his health. The autopsy did not reveal microscopically any cause for sudden death. There was no vascular disease of the heart; no aneurism, peritonitis; no obstruction in the trachea or bronchiae; no signs of poison; no tumour in the central nervous system; no hemorrhage in lungs or brain. These were the most ordinary causes, and therefore until further microscopic examination was made there was nothing but a supposition, viz., disease of the nervous cardiac of heart; in other words that he died in a fit of organo-peccaria. The reasons for witness' supposition were that the heart was found contracted and without a drop of blood in both ventricles. A clot of blood was found in the right heart, which came from the vena inferior, and was not in the heart proper. In cases of organo-peccaria no organic changes were commonly found by autopsy. The Jury found that death resulted from some emotion which caused cessation of the heart's action. On the afternoon of the 12th instant the last solemn rights were paid to the remains of the late Mr. Russell Bryce Robertson. The coffin was escorted from the General Hospital to Christ Church a little before 4 o'clock by a naval escort from the U.S.S. "Monocacy," and was accompanied by the chief mourners and pall-bearers. At 4 o'clock, the coffin was carried into the Church, outside of which strong detachments of officers and men from the French flagship "Toussaint-Louverture" and the U.S.S. "Monocacy" were drawn up in line. The church itself was crowded with sympathising friends and many who desired to take part in the solemn service were unable to obtain entrance. The Burial Service was read by the Revd. E. Chapman's Irwin, M.A., Chaplain of Christ Church, assisted by Archdeacon Sheppard. There was no English man-of-war in harbour. Nearly all the foreign and native government officials were present.

GAOL TURNKEY CHARGED WITH ASSAULTING A PRISONER.

In the Police Court this morning, before Mr. Wodehouse, an assistant turnkey in Victoria Gaol, named Davis, was charged, at the instance of General Gordon, Superintendent of the Gaol, with assaulting a prisoner.

The prisoner in question (No. 363) said—On Sunday, the 22nd inst., in the forenoon, I was sitting in the lower yard of the prison doing nothing. The defendant, who is a turnkey, was walking about in the yard. I don't know whether he was on duty or not. There was a body of prisoners in the yard. I saw him beat about ten of them. When he came to me he pushed me down on the ground and kicked me on the ribs. He also beat me on the chest and other parts of my body. He then dragged me to the head turnkey, who saw him give me two or three blows on the head with his fist. I became sick afterwards. There were no marks on my body, but I felt pain.

Mr. Jones, the warden of the Gaol, said—About noon on Sunday I was in the corridor of the second floor of the Gaol when I heard a great noise as if some person was being assaulted. I went quickly down and saw Number 363 held by Davis, who dragged him in a very violent manner to the ground by his jacket or his queue—I could not say which. I saw Davis give the man a very violent blow on the back. I went up and took the man from Davis, who was very reluctant to let him go. I then sent Davis to his quarters. Davis was under the influence of liquor at the time. I put Number 363 back to the hall, and on being informed afterwards that he was vomiting I ordered him to be sent to Hospital.

Charles Weston, assistant turnkey, said—A little after twelve o'clock on Sunday I was going through the hall on the ground floor. I saw Davis strike Number 363 with his fist about the ribs. I saw him strike the man several times. He struck hard and seemed excited. Number 363 was saying 'Let me alone; don't hit me,' and was struggling but not offering resistance. Mr. Jones then came along and took the man away from Davis. I did not see Davis kick him at all; I saw him strike with his fist.

The manager was unable to proceed to the mines to take charge as he expected, as there were many delays and difficulties about money, and for some months he was not able to procure the funds to pay for the necessary stamp-mill. But at

his leg iron. I said to him, 'Take that off or I'll report you for destroying my property.' He would not take the leg iron off and I took it off myself. At the same time the prisoner cried out 'Ta!' and the turnkey held him away from the other prisoners. I pulled him away from the other prisoners. I should have caught hold of him, but he was going to take him up to the head turnkey when he again caught hold of me. The pair I felt made him strike him, but I struck with my open hand. That was the striking that Mr. Jones saw. Mr. Jones took the prisoner away from me and sent me to my quarters. I was never asked any questions and there has been no inquiry into the matter.

Mr. Jones, recalled, said there had been no inquiry as defendant had broken his leg iron and gone out, and was not to be found. Each prisoner wore an anklet iron, and they sometimes took the towel off their necks to wrap round the iron so that it would not chafe them. This was forbidden.

Each prisoner was allowed a towel, and he was responsible for its safety he carried it about with him, because if he lost it any of the other prisoners might steal it.

In which case the prisoner who was responsible for it would be punished for losing it. The reason for putting the towel round the leg iron was to make the iron easier to wear. Turnkeys were supposed to stop this if they saw it done, and prisoners were sometimes reported and punished for doing it. Davis had been employed in the Gaol since October last. His character was fair. He had been fined three times for absence from duty.

John Dawkin, assistant turnkey, said—I was on duty with Davis on Sunday forenoon in the lower yard. The prisoner was standing there with the other prisoners. They were doing nothing. They had just been exercised. There were 150 Chinese and one Indian. Defendant and I were patrolling. He was going round searching the prisoners for tobacco or anything of that kind. The first thing wrong that I noticed was the defendant running prisoner Number 363 up the hall. I heard Number 363 sing out 'Ta.' I did not see defendant kick or strike him; my attention was first attracted by hearing the prisoner cry 'Ta.' At that time Davis was not interfering with the mine.

At that time Davis was not interfering with the mine. Davis appeared to be neither drunk nor sober but 'jolly,' when he came on duty about ten that morning. When Davis was running Number 363 up the hall all the prisoners got up and shouted 'Ta,' and as I had enough to do to look after them I did not see what occurred between the defendant and Number 363 after that.

His Worship said he would give his decision on Thursday.

A FEARFUL CONFLAGRATION IN PEKING.

A fire, the like of which has not been witnessed during the last twenty or thirty years for its magnitude and destructive effects, occurred in Peking on the night of the 6th instant, outside of the Front Gate, and in the very midst of the business portion of the city. The fire began at a quarter to 10 o'clock in a tea-store called the Chien Te Tien. For some unknown reason the upper storey of this store, where the goods were kept, caught fire and volumes of smoke were seen rushing out of the windows. Upon this being seen by the passers-by in the streets they gave the alarm, and this was the first knowledge the inmates of the shop had of their danger. By this time the fire had made great headway, and as there was a brisk wind blowing at the time, and the building contained combustible materials, the flames were rapid y getting beyond control, and the majority of residents will doubtless avail themselves of the opportunity of sending their correspondence by the post office to their relatives in the South. The fire spread rapidly, and at 10 o'clock the fire brigade, consisting of 100 men, were sent to extinguish the flames. The fire brigade, however, who were sent to the scene of the fire, were unable to put it out, and the fire spread rapidly, and at 11 o'clock the fire had reached the roof of the building, and the firemen were compelled to withdraw. The fire spread rapidly, and at 12 o'clock the fire had reached the roof of the building, and the firemen were compelled to withdraw.

The stamp mill was in running order in April, 1887, and 3,000 tons of quartz were then stacked ready for it, no crushing having been done before it. The only stuff found to be remunerative was from the South mine, which was about 1,000 tons, yielding an average of 14 oz. per ton of fine gold, and which ought to have yielded, including concentrates, about Tls. 35,000. The actual result is not known; probably, as far as the treasury was concerned, it did not reach one-half the amount named. From the middle of April to beginning of May inferior ore only was put through the mill, the results obtained being too insignificant to mention.

In May, 1887, the manager and his associates were refused the control of the mill, the director, evidently acting by the advice of the mechanic who had returned to California in the beginning of the month, placing this department in the hands of his relatives exclusively. At once the good Laohung-ero was put into the mill, but with disastrous results, as the Chinese managers had but little training, and no knowledge whatever of the delicate contrivances, which must be managed with intelligence and care.

Various samples were obtained from the debris washed into the river, and the assays made proved a daily loss of about fifty per cent. The Two-wha-tien and Nan-erh tien mines were not worth working, in fact were worked at a dead loss. The director was strongly advised to abandon these mines and to seek other more promising fields, and in addition to such penalty shall also pay the sum hereby required to be paid for each such Chinese. The defendant was therefore fined £50 for each escape, and had also to pay the poll tax, the total amount of fine being £240. It is not improbable that the Government may remit a portion of the fine, especially as the captain kept a strict watch. A similar case to this was heard some time ago, in which a fine of £100 was inflicted, and in this case the Government remitted a large portion of the sum.

long, in April, he made a start accompanied by the mining expert, who had arrived from England.

The accountant, who had gone to the mines as soon as he was engaged, so as to get masters into preliminary order, found himself soon after his arrival encompassed with troubles. The director was at Chia-nan-fu, and affairs were directed by a number of unscrupulous relatives, who for their own ends, and to screen their past doings, made every effort to frustrate all endeavour to place the organization on a sound financial basis. The south mine had been in work for some months, and it is certain a considerable amount of gold had been extracted from it, but no traces were obtainable of the gains, and the unfortunate workmen had not received pay for about six months.

On the manager's arrival later, he tried to make an orderly and clear beginning, but so many hindrances were raised that it was found necessary, though he sought hard to maintain at all costs amicable relations with the Chinese relatives of the Tactai, to lay a complaint before Li-taung-tai, then at Choo-fu.

It was not until July, 1886, that work was really commenced, and for some months, in fact until the end of the year, things seemed likely to go on more smoothly. Money was provided at fairly regular intervals, but about one-quarter of each sum which reached the mines invariably disappeared. One of the director's sons was appointed treasurer, by his father's orders, and had charge of the chest. On the other hand, the deposit account in Shanghai was never fed regularly, and the manager had on several occasions to advance his own funds to pay expenses, without which the work at the mine must stop; so that when he threw up his post the mine owed him over Tls. 12,000. He, finally, lost the interest, and in addition to this, Tls. 1,200 of actual cash outlay. Being sick of the business, he submitted to the loss to be free from further worry and humiliation. Final accounts were rendered in May, 1887, but his claim was not settled until five months after.

With this year 1887 serious troubles began. Funds were not forthcoming, and in May three months' wages were due to the workmen for that year. In all, with previous arrears, some ten months' pay was due to the men. As remonstrance against the cruel wrong—and the men were next to starving—had to be made, the Tactai's relatives, a large gang, became very hostile. The American mechanician who was engaged to erect the stamp mill, and who played the part of Jacob the supplanter, egged on the Chinese staff, and as matters became worse and worse, finally the European staff resigned and departed.

In the ten months from July, 1886, to April, 1887, work had been carried on at the Laohung-ero and South mine, the Shieh Tschan or Hill mine (the latter really a portion of the former, and ultimately connected with it by a level), the Two-wha-tien mine, distant two miles (the lode running from the South mine in this direction), and the Nan-erh tien mine, about five miles away. Besides these, in regular work, several prospecting shafts had been sunk in different places, but none were found to be worth working.

The stamp mill was in running order in April, 1887, and 3,000 tons of quartz were then stacked ready for it, no crushing having been done before it. The only stuff found to be remunerative was from the South mine, which was about 1,000 tons, yielding an average of 14 oz. per ton of fine gold, and which ought to have yielded, including concentrates, about Tls. 35,000. The actual result is not known; probably, as far as the treasury was concerned, it did not reach one-half the amount named. From the middle of April to beginning of May inferior ore only was put through the mill, the results obtained being too insignificant to mention.

The Two-wha-tien and Nan-erh tien mines were not worth working, in fact were worked at a dead loss. The director was strongly advised to abandon these mines and to seek other more promising fields, and in addition to such penalty shall also pay the sum hereby required to be paid for each such Chinese. The defendant was therefore fined £50 for each escape, and had also to pay the poll tax, the total amount of fine being £240. It is not improbable that the Government may remit a portion of the fine, especially as the captain kept a strict watch. A similar case to this was heard some time ago, in which a fine of £100 was inflicted, and in this case the Government remitted a large portion of the sum.

The Two-wha-tien and Nan-erh tien mines were not worth working, in fact were worked at a dead loss. The director was strongly advised to abandon these mines and to seek other more promising fields, and in addition to such penalty shall also pay the sum hereby required to be paid for each such Chinese. The defendant was therefore fined £50 for each escape, and had also to pay the poll tax, the total amount of fine being £240. It is not improbable that the Government may remit a portion of the fine, especially as the captain kept a strict watch. A similar case to this was heard some time ago, in which a fine

Mails.



Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MASSILLE, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MASSILLE, TRIESTE, HAMBURG, NEW YORK,
DUNKIRK, AND ANTWERP.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
VENETIA, Captain F. C. Conner, with
Her Majesty's Mail, will be despatched
from this for BOMBAY on WEDNESDAY,
20th April, at Daylight.

Cargo will be received on board until
4 p.m. Parcels and Specie (Gold) at the Office
until 2 p.m. on the day before sailing.

Ten, Silk and Valuables for Europe will
be transshipped at Colombo; General Cargo
at Bombay, arriving one week later than
by the direct route Colombo.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVIGA-
TION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, April 12, 1888.

601

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,

TENTH YEAR.

THIS Review, which was intended to meet
the wants of many students of Chinese
caused by the discontinuance of "Notes and
Queries on China and Japan," has reached its
Fourteenth Volume. The Review discusses
those topics which are uppermost in the
minds of students of the Far East, and
about which every intelligent person con-
nected with China or Japan is desirous of
acquiring trustworthy information. It in-
cludes many interesting Notes and original
Papers on the Arts, Sciences, Ethnology,
Folklore, Geography, History, Literature,
Mythology, Natural History, Antiquities,
and Social Manners and Customs, etc., etc.
of China, Japan, Mongolia, Tibet, and the
Far East generally. Recently a new de-
parture has been taken, and the Review now
gives papers on Trade, Commerce, and
Descriptive notes of Travel by well-known
writers. It was thought that by extending
the scope of the Review in this direction,
the Magazine would be more generally gen-
erally used.

The Review department receives special
attention, and endeavours are made to
present a careful and concise record of
Literature on China, etc., and to give
extensive and up-to-date sketches of the Most
recent views on such topics. Authors and
Publishers are requested to forward world

to "Editor, China Review," care of China
Mail Office.

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office, Hongkong.

G. DE CHAMPEAUX,
Agent.

Hongkong, April 18, 1888.

632

Intimations.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH
MORNING STAR

RIBBS DAILY AS A FERRY BOAT between
Peddar's Wharf and Tsim-Tsa-Tsui will
take effect from the 12th April, 1888.

The Subscription is fixed at \$1.50 per
annum, postage included—payable in ad-
vance.

Orders for binding volumes will be
promptly attended to; Address, "Man-
ager, China Mail Office."

OPINIONS OF THE PRESS.

"All our learned societies should sub-
scribe to this scholarly and interesting re-
view.—Northern Christian Advocate (U.S.)

"The China Review * * * has an ex-
cellent table of contents.—*Caledonian Empire*.

The Publication always contains subjects
of interest to sojourners in the Far East and
the present issue will hold favourable if not
advantageous comparison, with preceding
numbers.—*Caledonian Empire*.

This number contains several articles
of interest and value.—*North China Herald*.

The China Review for September October
fully maintains the high standard of
excellence which characterizes that publica-
tion, and altogether forms a very
interesting and readable number. Me-
tropolitans will find an interesting and
valuable contribution by Dr. Fritsche,

"The Amount of Precipitation (Rain
and Snow of Peking," showing the results
of observations made at the Imperial Russian
Observatory at Peking, from 1841 to
1880. "Notes on the Dutch Occupation of
Formosa," by Mr. Goo Phillips, contains
some interesting information, although
much of it is second-hand. The Notices of
New Books include a most generous and
appreciative review of "The Divine Classic
New Hu," and the Notes and Queries
are equally very interesting.—*North China
Daily News*.

A substantial and reliable Review which
all students of China and the Chinese will
do well to patronize.—*Chrysanthemum*.

The November-December Number of
the China Review contains less variety than
usual, but the few articles are very interest-
ing. The opening paper by Mr. Herbert
A. Giles on "The New Testament in
Chinese," treats of a question that must neces-
sarily be of great importance in the eyes
of all sinologists. Mr. E. H. Parker's "Short Journeys in Szechuan"
is continued, and a goodly instalment of
these travels in the interior of China is given.
Mr. F. H. Balfour contributes a paper of some length entitled "The Em-
peror Cheng, founder of the Chinese Em-
pire," which will be of genuine
interest to students of Chinese history.

A few short notices of New Books and a
number of Noticed Queries, one of which
"On Chinese Oaths in Western Burma
and Java" might appropriately have been
placed under a separate heading, complete
the number.—*North China Daily Press*.

Truman's Oriental Record contains the
following notice of the China Review.—
The present publication, judging by the
number now before us, is intended to
occupy a position, as regards China and the
neighbouring countries, somewhat similar
to that which has been filled in India by the
Calcutta Review. The great degree of atten-
tion that has been bestowed of late years
upon the investigation of Chinese literature,
antiquities, and social developments, to say
nothing of linguistic studies, has led to the
accumulation of important stores of information,
rendering some such channel of pub-
licity as is now provided extremely desir-
able; and contributions of much interest
may fairly be locked or from the numbers
of the foreign consular services, the Chinese
Customs corps, and the missionary body,
among whom a high degree of Chinese
scholarship, not assiduously cultivated,
and who are severely represented in the first
number of the Review by papers highly
creditable to their respective authors.

Through Passage Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Toa ouer & Victoria, Mex. \$160.00
To San Francisco, 175.00
To all common points in Can- 200.00
ada and the United States 300.00
To Liverpool 305.00
To London 305.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Offices,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 9th May.

All Parcels must be sent to our Office
and should be marked to address in full;
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to ADAMSON, BELL & CO.,
Agents.

Hongkong, April 14, 1888.

618

WASHING BOOKS.
(In English and Chinese.)

WASHINGMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.

WASHINGMAN'S MAIL OFFICE.

Price, 50 Cents.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL,
THEORETICAL AND POPULAR
ASPECTS.

BY ERNEST J. ETTEL, PH.D., TUBINGEN.

REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & CO.

Hongkong, August 20, 1884.

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES.

Reprinted from "The China Mail".

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready,

and may be had at the

OFFICE OF THIS PAPER.

Messrs. LANE, CRAWFORD & CO.,

Messrs. KELLY & WALSH,

And Mr. W. Brewster.

Price, 50 Cents.

Mr. Andrew Wind,

News Agent, &c.

21, PARK ROW, LONDON: is

authorized to receive Subscriptions,

Advertisements, &c., for the China Mail,

Overseas China Mail, and China Review.

Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloong shore *b*, and those in the bay of the Island *c*.

Shipping or midway between each shore are marked *d*, in conjunction with the figures denoting the sections.

Section.

1. From Naval Yard to Blue Buildings.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kellef's Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

In port on April 13, 1888.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SEAM-

WATERES.

WHAMPOA.

Vessel's Name.	Flag & Rig.	Date last seen.
Fookang	Brit. bge.	
Fushun	Chi. str.	Shanghai
Yangtze	Ger. str.	

AMOY.

Anchor.	Brit. bge.
Chateaubriand	Brit. bge.
Galveston	Ger. bge.
Lock Eck	Brit. sh.
Mary Stewart	Brit. bge.

FOOCHOW.

Ship.	Flag & Rig.	Date last seen.
Amoy	Amoy	
Haipheng	K'loon Dock	
Saigon	To-morrow	
Amoy	To-morrow	

FOOCHOW.

Ship.	Flag & Rig.	Date last seen.
Alwin Seyd	German	
Haitan	British	
Satsuma	British	

SHANGHAI.

Ship